

DESIGN BUILD TEAM A G E N D A

Date: July 26, 2004
Time: 1:00 PM
Place: Tacoma AGC Building

<u>Attending:</u>	Bob Adams	<u>✓</u>	Kim Henry	<u>✓</u>	Steve Quinn	<u>✓</u>
	Jody Alseth	<u> </u>	Patty Lynch	<u> </u>	Keith Sabol.	<u>✓</u>
	Bob Briggs	<u>✓</u>	Max Kuney	<u>✓</u>	Scott Sawyer	<u>✓</u>
	Jeff Carpenter	<u>✓</u>	Craig McDaniel	<u> </u>	Rick Smith	<u>✓</u>
	Dan Campbell	<u> </u>	Cathy Nicholas	<u>✓</u>	Janiece Thoresen	<u>✓</u>
	Bruce Dibert	<u>✓</u>	Don Petersen	<u> </u>	John Wise	<u> </u>
	Bob Dyer	<u>✓</u>	Dan Patsula	<u> </u>	Tom Zamzow	<u>✓</u>
	Jennifer Brown	<u>✓</u>				
	Dan Galvin	<u>✓</u>				
	Jim Walter	<u>✓</u>				

Design-Build Website

The website has been updated. We are trying to keep the project documents updated on a weekly basis. The website contains all CURRENT versions of the RFQ, RFP, Risk Matrix, schedules etc. for each of the upcoming design-build projects.

The website address is: <http://www.wsdot.wa.gov/biz/InnvContract/desbuild.htm>

Project Calendars

Screen shots of the multi-project calendars, as they currently stand, are attached at the end of these minutes. (Handout at Meeting). The timelines shown for the two upcoming projects are up to date.

Project Updates

I-5 Everett HOV

Bob Dyer

Everett HOV now has a very aggressive timeline. The aggressive timeline reflects WSDOT's goal of delivering this project to the public as soon as possible. The two outside constraints (2010 Olympics and Washington's commitment to Boeing to have this project completed by 2009) are complemented with WSDOT's identification of this project's benefits strongly outweighing the gains WSDOT would have utilizing a more traditional, and slower, approach.

WSDOT is anticipating the RFQ to be on the street August 15, 2004.

(This timeline will not allow for an AGC review. However, Everett will be using the RFQ being developed for Kirkland, with modifications to project scoring/key staff/goals, as a baseline for its own RFQ).

Approximately two months to prepare SOQ, one month to score
WSDOT is targeting a mid-November RFP date

The Contract NTP will be as close as possible to July 1, 2005 (when funds are made available)

The project will include

- 1 pedestrian bridge & waterline over a RR
- 16 widened bridges
- 1 new structure
- 3 remove/replace structures
- Adding 6 miles of NB HOV lanes from Highway 526 to U.S. 2
- Adding 4.6 miles of SB HOV from Marine View Drive to Highway 526
- Adding a NB and SB general purpose lane from 41st ST to U.S. 2
- improving freeway on- and off-ramps
- Adding noise walls at certain locations (pending final EA)
- Providing an enhanced level of water quality treatment for runoff.

Seismic design will be required on the widened structures as well as 4 full seismic retrofits (Lowell (N&S) as well as the abandoned RR structure (N&S)

The accelerated timeline means that WSDOT will be obtaining some environmental permits during the RFP process and potentially completing the permitting process under contract.

- It is WSDOT's first option to obtain all permits prior to releasing the RFP.
- If this cannot be done WSDOT will obtain permits during the RFP process (a target of two months prior to opening for the last environmental addendum, a one month minimum may be considered as well for the final addendum)
- As a last option, WSDOT may consider carrying some permits into the contract.

There will be an Environmental Open House on August 26th at the Everett Train Station – 4th Floor from 5:00 to 8:00 pm

WSDOT also has some R/W to procure. This timeline may also be pushed into the RFP process. WSDOT intends to procure all R/W prior to the Notice to Proceed at this time.

A RR agreement will also need to be obtained. This area is not likely to be on the critical path and the area may not be available to the design-builder immediately.

WSDOT will be using an A+B format to evaluate the time required for the contract. The A+B format will stipulate a minimum and maximum allowable time for the project. A maximum payment curve will also be included

Incentives will also be used on this project.

A question was raised on prequalification. WSDOT's standard prequalification does not necessarily apply to a project of this size. The RFQ process is essentially a prequalification process. Bob asked whether a letter from the bonding firm during the RFQ process could constitute as a financial prequalification. The AGC did not have a problem with this. WSDOT's attorneys will review this and respond/discuss.

Kirkland – Stage 1

Kim Henry/Steve Quinn

Work is continuing towards the development of the contract RFQ and RFP. At this time the team continues to focus on preliminary engineering, permitting, local agency involvement.

The project is now looking at an Environmental Assessment.

Schedule: This project will work around the Everett schedule (try to avoid schedule conflicts). Preliminary Schedule includes:

RFQ by September

Shortlisting by end of December

DRAFT RFP out in January

FONSI by April

Final RFP in April

All Permits by June

Proposals due at LEAST one month after final permit.

Proposals due by July 1

Scores assigned/price opening by August 1

A NEW Draft RFQ has been completed and it out for review/comment (handed out at the meeting. Also available at WSDOT's design-build website)

The Scoring Matrices for both the RFQ and RFP are out for review/comment.

The team is currently reviewing the schedule to determine what wintertime work could be performed (should the timing of the project require this) and trying to incorporate likely scenarios into permits and local agency agreements.

WSDOT is meeting with the Attorney General (and Nossaman) on Wednesday, August 2nd) to discuss the RFQ and RFP.

WSDOT Geotech policy / Materials QA/QC papers

The WSDOT Materials point papers were discussed. Overall, the papers have generated very little industry comment.

The WSDOT Geotechnical paper was discussed. The AGC Team is in favor of WSDOT providing the initial borings and providing a mechanism for obtaining additional borings during the RFP Process.

The QA/QC structure was also discussed. Consensus was reached that QA and QC should rest with the design-builder. However, there was several positions on who the QA should be reporting to:

- Report to an executive team above Project Manager
- Report to Project Manager
- Report to Designer
- Report to Contractor (they pay the bills)

The primary concern that needs to be addressed rests with the influence the contractor will have on accepting non-standard work. There was much discussion as to whether the inspectors could be contractor employees (separate profit center) with non consensus reached.

Members were asked to provide comments to the point papers to Jeff Carpenter at carpenj@wsdot.wa.gov.

Future Meetings:

August 23, 2004	1:00 pm at the Tacoma AGC
September 27, 2004	1:00 pm at the Tacoma AGC
October 25, 2004	1:00 pm at the Tacoma AGC
November 22, 2004	1:00 pm at the Tacoma AGC